

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0133-00(005), Dougherty County
P.I. No.: 450490
SR 234/Gillionville Road Widening

OFFICE: Engineering Services

DATE: March 20, 2009

FROM: Ronald E. Wishon, Acting Project Review Engineer *REW*

TO: James B. Buchan, P. E., State Urban Design Engineer
Attention: Albert Shelby, Project Manager

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY				
A-1	Modify typical section from 5-lanes Urban, Bike lanes, and 5-foot sidewalks to 3-lanes Rural section.	\$3,382,000	No	The ROW has already been purchased for the 5-lane section. Extensive redesign and public involvement would be required. The land use plan forecasts increasing commercial and residential development in the project area.
A-6	Reduce Pavement Design (3-Lane Section).	\$987,000	No	This is an alternate that would only be implemented if A-1 was implemented.
A-6.1	Reduce Pavement Design (5-Lane Section).	\$155,000	Yes	This should be done.

ROADWAY - continued				
H-3	Maintain and extend existing pipe culvert.	\$406,000	No	The existing culvert has no foundation and is scoured badly. In July 2001, Wilbur Smith Associates recommended that the existing metal arch culvert be replaced with a similar 8'10" x 21' metal arch culvert.
A-3	Eliminate Bike Lanes from current typical.	\$404,000	No	Project is on Georgia Statewide Bicycle Route and also on the Southwest Georgia Regional Bicycle and Pedestrian Plan.
F-2	Eliminate sidewalks.	\$590,000	No	Strong residential growth from the development of low density single family homes is expected. The land use plan forecasts increasing commercial and residential development in the project area.
F-2.1	Have sidewalk on only one side of the roadway.	\$295,000	No	Strong residential growth from the development of low density single family homes is expected. The land use plan forecasts increasing commercial and residential development in the project area.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:



Gerald M. Ross, P. E., Chief Engineer

Date: 3/23/09

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P.I. No. 450490
Implementation of Value Engineering Study Alternatives
Page 3.

REW/DMF

Attachments

c:	Genetha Rice Singleton	VE Team –	Fletcher Miller
	Ben Buchan		David Powell
	Darrell Richardson		Mike Haithcock
	Albert Shelby		Derrick Cameron
	Joe Cowan		Marcela Coll
	Ken Werho		
	Lisa Myers		
	Douglas Fadool		
	General Files		

PRECONSTRUCTION STATUS REPORT FOR PI:450490-


PROJ ID : 450490- COUNTY : Dougherty LENGTH (MI) : 2.17 PROJ NO.: STP00-0133-00(005) PROJ MGR: Shelby, Albert OFFICE : Urban Design CONSULTANT: No Consultant, GDOT In-House Design SPONSOR : GDOT DESIGN FIRM: Wilbur Smith Associates, Inc.		SR 234/GILLIONVILLE RD FM EIGHT MILE RD TO LOCKETT STATION MPO: Albany TIP #: H/R 95-6 MODEL YR : Widening TYPE WORK: ADD 5U(MED 14) CONCEPT: Reconstruction/Rehabilitation PROG TYPE: N Prov. for ITS: N BOND PROJ.:		MGMT LET DATE : 07/17/2009 MGMT ROW DATE : 05/02/2005 SCHED LET DATE : 6/25/2009 WHO LETS? : GDOT Let LET WITH :	
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PROGRAMMED FUNDS				STIP AMOUNTS			
SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%	Phase	Approved
4/7/2009		Concept Development	3/24/1997	7/23/1999	100	PE	1998
		Concept Meeting	9/9/1997	9/9/1997	100	ROW	1998
		PM Submit Concept Report	10/14/1997	10/14/1997	100	UTL	2010
		Receive Preconstruction Concept Approval	11/3/1997	11/3/1997	100	CST	2011
		Management Concept Approval Complete	5/24/1999	7/23/1999	100	CST	2011
		Value Engineering Study	10/31/2008		82		
		Public Information Open House Held	4/15/1999	4/15/1999	100		
		Environmental Approval	1/2/1998	4/7/1999	100		
		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/7/2000	1/9/2000	100		
		Field Surveys/SDE	12/15/1998	1/9/2000	100		
4/29/2009		Preliminary Plans	4/13/1999	6/29/2003	100		
		Underground Storage Tanks	1/12/1998	12/14/2003	100		
		404 Permit Obtainment	2/14/2002	4/19/2002	100		
		PPPR Inspection	8/29/2000	8/29/2003	100		
		R/W Plans Preparation	4/7/2003	6/29/2003	100		
		R/W Plans Final Approval	6/1/2001	6/6/2001	100		
		I. & D Approval	5/26/1999	7/23/1999	100		
		R/W Acquisition	12/27/2000	7/13/2006	96		
		Stake R/W	7/1/2006	8/17/2000	100		
		Soil Survey	7/29/1999	5/30/2004	67		
4/29/2009		Final Design	6/29/2001	4/24/2008	100		
		FFPR Inspection	4/30/2008	5/13/2008	100		
						Phase	Cost
						PE Cost Est Amt	684,834.18
						ROW Cost Est Amt	0.00
						Utility Cost Est Amt	895,482.00
						CST Cost Est Amt	10,160,231.00
						CST Cost Est Amt	890,000.00
						PE Cost Est Amt	684,834.18
						ROW Cost Est Amt	0.00
						Utility Cost Est Amt	895,482.00
						CST Cost Est Amt	10,160,231.00
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						Utility Cost Est Amt	895,482.00
						CST Cost Est Amt	10,160,231.00
						CST Cost Est Amt	890,000.00

PDD: Bridge: NO BRIDGE REQUIRED Design: UD: McDonald, T; Eze, P; Shah, R. (12/29/08) EIS: CE4-7-99/R3-18-08/On-Site/ST/Phillips 3-18-09 LGPA: REQ ALBANY DO ROW/UTL 6-1-04/REQ DOUGHERTY DO ROW/UTL 6-1-04/ UTILITY RESCISSION LETTER SENT TO ALBANY 7-15-04/RESCISSION LETTER SENT TO DOUGHERTY 11-10-05. Planning: LETTER SENT TO ALBANY 7-15-04/RESCISSION LETTER SENT TO DOUGHERTY 11-10-05. Programing: ADDED FROM LONG-RANGE 9-19-96/BOARD ROW: PR2/P-8-14-97 #1/P-7-8-99#2 3-1-2000#3 10-08 Railroad: RECEIVED PLAN REVISIONS. 4 PARCELS TO NEGOTIATE. LET DATE SHOULD BE OK Traffic Op: NO Utility: >PA-TF Revsd fplns sbmtd 3/13/09 \$4//slp EMG: REVISED MRPLANS to DZN 5/08 RECT/REHAB(WIDENING), C=M(H)/S(RA)/D(WSA) IPHOTOS RETN!		Cond. Filed: 1 Relocations: 0 Acquired: 56		Acquired by: LOC Acquisition MGR: Robbins, Donnie (LOC) R/W Cert Date:		DEEDS CT: 55
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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP00-0133-00(005), Dougherty County OFFICE Urban Design
 P.I. No. 450490
 Gillionville Road Widening from DATE March 19, 2009
 Eight Mile Road to Lockett Station

FROM James B. Buchan, P.E., State Urban Design Engineer
TO Ron Wishon, Acting State Review Engineer
SUBJECT Value Engineering Study Report Responses – **STIMULUS PROJECT**

This office has received and reviewed the Value Engineering Study Final Report dated February 18, 2009 for the above referenced project. This project is slated for the July 2009 letting to be funded with Stimulus funds. The study has developed seven alternatives. The following are the alternatives with Urban Design's recommendations for each.

Alt. A.1 – Modify typical section from 5-lanes Urban, bike lanes and 5-ft sidewalks to 3-lanes Rural section.

POTENTIAL SAVINGS: \$3,382,000.00

RESPONSE:

Urban Design agrees that the volumes projected in this corridor could be accommodated with a 3-lane section with an acceptable level of service in most of the corridor except at the intersections of Springfield and Byron Plantation. The project was originally modeled in the DARTS MPO TIP as a 5-lane section and designed as such. Changing the plans to a 3-lane section would be counter to the desires of the local government, who have purchased the right-of-way for the 5-lane section. As such, it would be necessary to re-engage the locals in public involvement. Even if the locals were agreeable to this large modification to the design, the change would require extensive re-design. Since this project is identified as a stimulus package project to be let in July 2009, the re-design time and funding is not acceptable.

An alternate design of a rural section was proposed at the concept in 1997. This alternate was rejected because, according to the Dougherty County Comprehensive Plan, strong residential growth from the development of low density single-family detached residences (two to four units per acre) within the next 20 years is expected.

450490 VE Study Responses

This growth will be shaped by the expansion of wastewater treatment facilities westward to Eight Mile Road. The land use plan also forecasts increasing commercial development along Gillionville Road (SR 234).

IMPLEMENT: No

Alt. A.6 – Reduce Pavement Design – (3-lane Section)

POTENTIAL SAVINGS: \$987,000.00

RESPONSE:

This is an alternate that would only be implemented if the above Alternate A.1 was implemented. Since it is not recommended to implement the first, this alternate also is eliminated.

IMPLEMENT: No

Alt. A.6.1 – Reduce Pavement Design – (5-lane Section)

POTENTIAL SAVINGS: \$155,000.00

RESPONSE:

The modified pavement design below, which gives a 4.4% underdesign, is acceptable for Urban arterials.

1.5" of 12.5 mm superpave
2" of 19 mm superpave
2.5" of 25 mm superpave
8" of GAB

IMPLEMENT: Yes

Alt. H.3 – Maintain and Extend Existing Pipe Culvert

POTENTIAL SAVINGS: \$406,000.00

RESPONSE:

As stated in the approved 1997 Concept Report, the existing culvert has no foundation and is scoured badly. The consultant, Wilbur Smith Associates (WSA), was asked to assess whether the existing bridge culvert should be retained, extended or replaced by the Office of Urban Design in September 2000. WSA responded in July 2001 that "the existing metal arch culvert be replaced with a similar 8'10" x 21' metal arch

450490 VE Study Responses

culvert". They state that "hydraulic conditions are more favorable than extending the existing arch culvert, which would require a less than desirable 30 degree skew which would allow silt and refuse to build up in the culvert bends."

IMPLEMENT: No

Alt. A.3 – Eliminate Bike Lanes from Current typical

POTENTIAL SAVINGS: \$404,000.00

RESPONSE:

According to the Office of Planning's Lisa Safstrom, State Scenic Byways Coordinator:

A 1.3 mile segment of SR 234/Gillionville Road is on Georgia Statewide Bicycle Route #20 in Albany from Mud Creek Road to Tallahassee Road. Also, SR 234 is on the Southwest Georgia Regional Bicycle and Pedestrian Plan for bikes lanes from Shady Glen Road to Clarendon Court. The portion of SR 234 that includes project P.I. No. 450490 is on the Albany-Dougherty County 2025 DARTS Transportation Plan for on-street bike facilities. GDOT policy states that we provide bike accommodations if the project is on an approved bike route or plan (local, county, regional, etc.- not just state bike plans), which this is. (see the attached email from Lisa Safstrom concerning bike accommodations policy).

Additionally, the adjacent project, P.I. No. 450495 - SR 234/GILLIONVILLE RD FM LOCKETT STATION RD TO BEATTIE RD, which was let in 2002 and completed in 2006, included the bike lanes. This project will keep that continuity of bike lanes in this corridor.

IMPLEMENT: No

Alt. F.2 – Eliminate sidewalks

POTENTIAL SAVINGS: \$590,000.00

POLICY:

Chapter 6.6 Sidewalks of the GDOT Design Policy Manual:

Sidewalks shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway, i.e., urban sections.

RESPONSE:

450490 VE Study Responses

According to the Dougherty County Comprehensive Plan, strong residential growth from the development of low density single-family detached residences (two to four units per acre) within the next 20 years is expected. As such, pedestrian volumes along the corridor are also expected to increase. The Concept Report was revised in March 1999 to add sidewalks for just this reason.

IMPLEMENT: No

Alt. F.2.1 – Have sidewalk on only one side of the roadway

POTENTIAL SAVINGS: \$295,000.00

POLICY:

Chapter 6.6 Sidewalks of the GDOT Design Policy Manual:

Sidewalks shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway, i.e., urban sections.

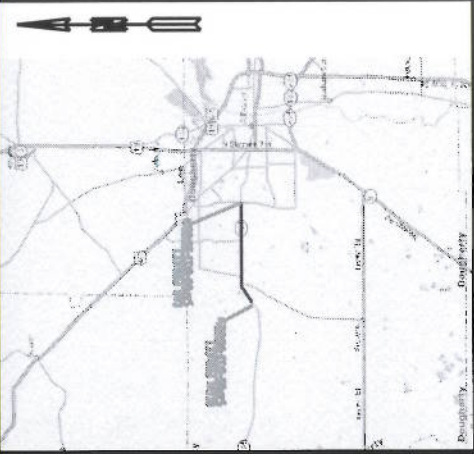
RESPONSE:

According to the Dougherty County Comprehensive Plan, strong residential growth from the development of low density single-family detached residences (two to four units per acre) within the next 20 years is expected. As such, pedestrian volumes along the corridor are also expected to increase. The Concept Report was revised in March 1999 to add sidewalks for just this reason.

IMPLEMENT: No

If there are any questions or concerns, please contact Albert Shelby at 404-631-1675.

JBB:AVS 



LOCATION MAP

SECTION DATA	1:200	2000
TRAFFIC ADJUST	14200	6030
TRAFFIC DATA	525	6030
FUNCTIONAL DESIGN	645	
THICKNESS	28	
44 INCHES TO	31	
SPEED DESIGN	45	40PH

PROJECT IS SIGNATURE SCHEMATIC
FUNCTIONAL CLASSIFICATION
URBAN ARTERIAL

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA PLAN AND PROFILE OF PROPOSED GILLIONVILLE ROAD EIGHT MILE ROAD TO LOCKETT STATION ROAD DOUGHERTY COUNTY FEDERAL AID PROJECT

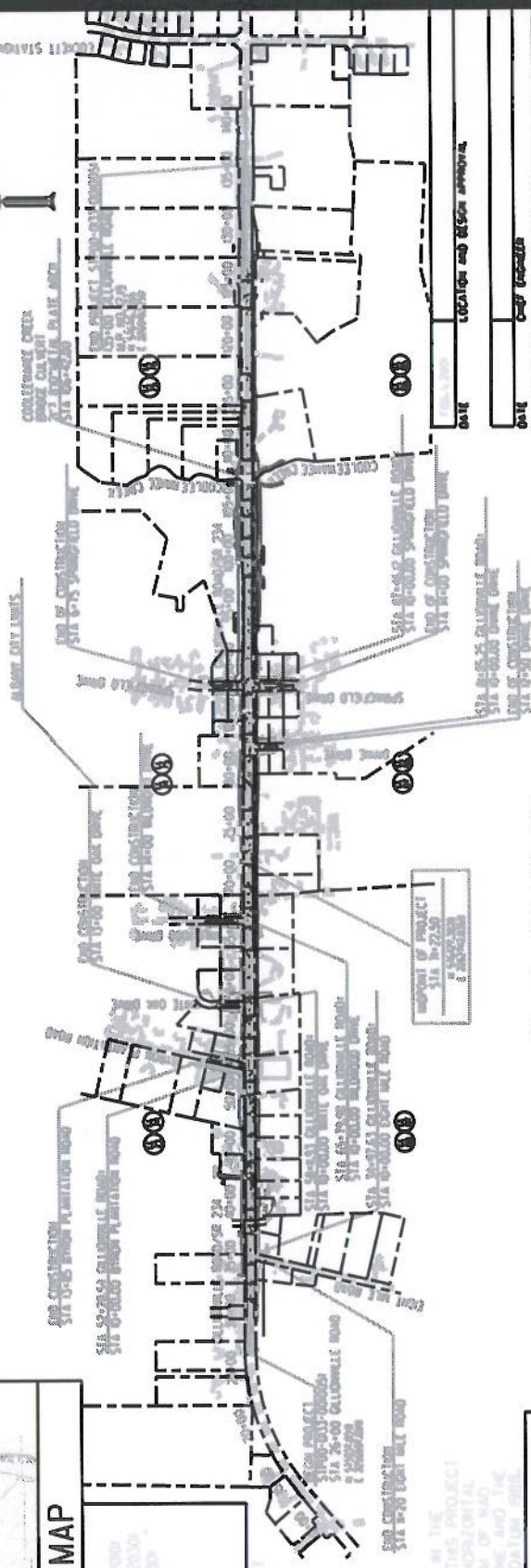
STR000-0133-0000053

DESIGN DATE = NOV
STATE DATE = 2/04
PLANS 450400

PLANS SUBMITTED BY:

SUBMITTED BY:

STATE URBAN DESIGN ENGINEER



500 0 500 1000 1500
SCALE: H = 50'

COMMENTS OF PROJECT	
NOT	2000
NOT	2000
NOT	2000
NOT	2000
NOT	2000

THIS PROJECT IS PREPARED IN THE
ENGLISH SYSTEM OF UNITS. THIS PROJECT
IS PREPARED USING THE HORIZONTAL
GEORGIA COORDINATE SYSTEM OF MAP
PROJECTIONS. THE GEORGIA WEST ZONE AND THE
NAD 83 AMERICAN VERTICAL DATUM ARE
USED.

ALL ELEVATIONS IN THIS DOCUMENT, UNLESS OTHERWISE NOTED, ARE BASED ON THE
NORTH ATLANTIC MEAN SEA LEVEL DATUM. THE ELEVATION OF THE
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